

## TIPS ON TIRES

Tire information furnished to Republican readers by the B. F. Goodrich company's local branch.

Necessary repairs neglected result in blow-outs. To begin with, the tire is rent through by some sharp object. An inside patch is applied temporarily by the owner, but he usually neglects to have the patch removed and a permanent repair made at the first opportunity. This temporary patch gradually pulls away from the position it originally held and is forced through the break. When inside patches are used, an outside emergency band should also be applied, but both removed as quickly as possible to make the repair. Don't wait until the tire gives out, but look up a repair man at once. Have the tire repaired while the injury is small.

Underinflation is the "white plague" of the pneumatic tire. More damage is done, possibly, by underinflation than by any other cause. The wavy condition noticed on some tire treads is due to running them soft, with insufficient air, and consequently they become loose from the fabric through no fault of manufacture. Most tire manufacturers have inflation schedules, which they are very anxious to place in the hands of every motorist.

Neglected cuts in the tough rubber tread have always caused it to slip. Sand and dirt are forced into the cuts and worked around under the tread. Large "bumps" result where the sand and dirt accumulate. If a tire is carefully watched for these cuts, a little plastic will hold them quickly and no damage will result.

Fighting car tracks is a bad practice. Street cars are mighty handy, but their tracks play havoc with tires. Run in our tracks, the rubber is worn down to the fabric in a line following the circumference of the tire. Furthermore, the fabric becomes worn and blistered.

Don't run in ruts. Whether the ruts in the road are too small or too large for the tire, this wear on the sidewall occurs regardless. But the answer? Keep out of the ruts. Tires were not made to withstand this kind of wear.

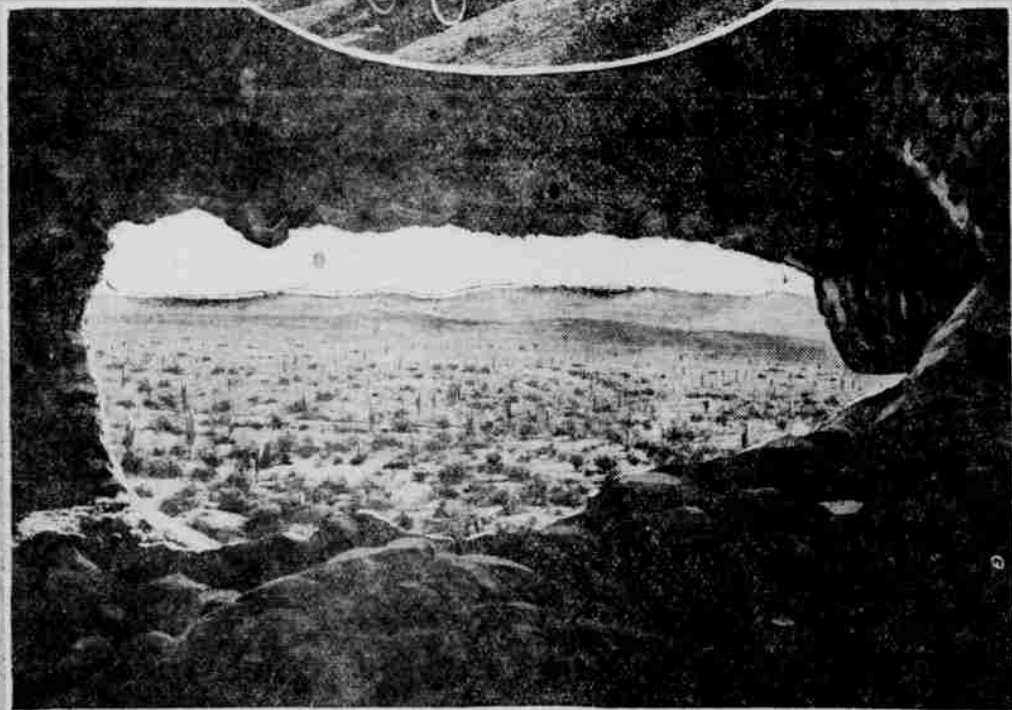
### RUSSIAN WAS OUT FOR BLOOD

SAN FRANCISCO, March 28. — Duval Mellinoff, a Russian under arrest here for alleged objectionable activities, came from Trenton, N. J., to this city to "get" District Attorney Charles M. Fickert, according to department of justice information Fickert announced having received today. Mellinoff, who is being held pending deportation proceedings, has been questioned also regarding any knowledge he may have of the death of Mrs. George D. Greenwood through a bomb explosion at her home in Oakland recently. Mellinoff objected to Fickert's conduct in the Mooney case, Fickert said.

Mellinoff was said in the department of justice information to be "the best bomb maker east of Chicago," Fickert announced.

It makes no difference what your wants may be you can have them supplied by using and reading The Republican Classified pages—Arizona's Leading Advertising Medium.

## Hole - In - The - Rock



Tourists visit historic rock in Goodrich-tired automobile. Below—Looking through the hole-in-the-rock.

By H. C. Howard  
Local manager Phoenix Department,  
B. F. Goodrich Rubber Co.

A party of tourists doing America with the assistance of the Goodrich tour books stopped at the "Hole in the Rock," and this is the story told them by one of the old-timers:

"With relentless brilliance the sun streamed out of a cloudless sky. A prospector, rifle in hand, stalked across the cactus-dotted desert. Eyes and ears alert, he scanned the shimmering horizon until his eyes rested on a great rick. He paused and listened intently.

"Again came the unmistakable call of a wild turkey. The desert man advanced cautiously. He was certain the cry had come from the direction of the great mound.

"Suddenly he threw up his hands and pitched forward as the report of a rifle echoed faintly from the rock. No person witnessed this tragedy of the desert, and in time the drifting sand built a tomb about the victim's body."

Legend has it that numerous similar tragedies occurred near the Hole in the Rock. White men were wiped out singly and in batches, and it was long before the mystery of the Hole in the Rock was solved.

Before the Indians and the white pioneers buried the hatchet, the red men secreted themselves inside the shell-shaped hole in wait for casual parties of settlers or lone prospectors. Knowing that the white men were always on the alert for fowl and game, the aborigines imitated the call of the wild turkey, and when the frontiersmen came within range the Indians picked them off.

The Hole in the Rock is located some distance from this city and is one of the freak landmarks of this section. About 50 feet from the top the big rock is pierced, showing a hole tunneled by nature.

Looking through this aperture from the ground under the overhanging rock, the effect is of an irregular-shaped and unique frame for a fine

Arizona landscape of desert, guarded by sentry-like salubros, with the purple hills and mountains presenting an appropriate background.

The illustration was photographed by a Goodrich Rubber company touring party who made the trip in a Goodrich equipped Buick from Phoenix. It shows the big rock and the view of the desert taken by the Goodrich photographers from the cavern.

When the appropriation for the improvement of the Arizona roads is authorized by the state legislature, one of the proposed thoroughfares will run through Papago park, and a lateral to the Hole in the Rock.

## HUGE DEMAND FOR TRUCKS FORESEEN

"When the necessity for moving war essentials simply overwhelmed the railroads and paralyzed shipping conditions, the world was brought to a realization of what motor trucks could accomplish in emergencies," said Mr. Ferguson of the Ferguson-Keeler company, in an interview yesterday. "Thousands of business men," he continued, "learned the answers to their individual transportation problems and will permanently profit by them. It is apparent, on the other hand, that many others have even yet failed to come to a complete realization of all that the motor truck means to present and future transportation.

"No industry, no business house, requiring either pick-up or delivery, can obtain full success today without the use of one or more trucks. The public demands quick service—motor truck delivery is the solution. Every day the object lesson is driven home. One merchant increases his business because of the dependability of his deliveries. Is competitor, with otherwise equally good facilities, barely keeps his business alive because of inferior delivery methods.

"The farmer, too, has learned that the quick handling of his produce is a vital consideration. For instance, take the case of the dairy farmer who now makes two deliveries a day with his motor truck in less time than he used to be able to make three deliveries a week. Is milk sweeter, the price is higher. And so it goes all along the line; the motor truck has proved not only its speed, but its economy.

"Then the manufacturers of Oldsmobile passenger cars, which we handle, announced the new Oldsmobile Economy truck some time ago, we were very much gratified. There can be no doubt in the mind of anyone who makes a serious study of transportation conditions as they exist the country over, but that the next few years will see an amazing increase in the use of trucks. Because speed, economy and adaptability to varied work will be vital considerations, it seems certain that the greatest demand will be for moderately light duty vehicles."

Word comes from the orange groves of Florida that the little Avery 5-18 tractor, handled locally by the Pratt-Gilbert company, is an ideal machine for fruit growing. One fruit and Avery owner says:

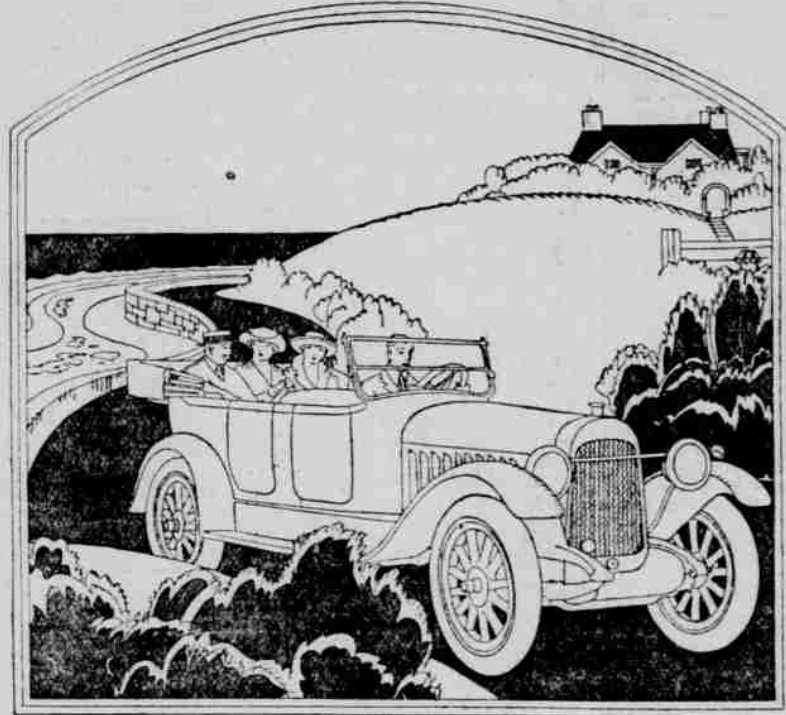
"This model B tractor is an ideal machine for fruit growing, for work on farms of 50 acres or less, and for the lighter work on larger farms. "Every fruit grower knows the value of labor-saving machinery in fruit raising. The best results are due to diligent efforts of carefully conserving moisture. He also knows that grass and cover crops in his orchard are valuable to a certain stage in the growth of fruit, but when that stage is reached it is detrimental to allow this cover crop to remain longer—it then should be plowed under. Plowing at just that time has been the solution to saving many delicious fruits. Here the small Avery tractor enters as a important labor-saving machine, besides quickening and cheapening the cost of the work.

"This little Avery tractor is designed to pull a three and four-horse load. Being low in height, it can travel without causing them any injury. It has a special Avery motor, 3 speeds forward, ranging from 1 1/2 to 4 1/4 miles per hour, and is built complete in the Avery factories.

"Avery 5-18 tractors are now being used in many apple orchards and orange groves. Not only in plowing, discing, harrowing, etc., has it shown itself to be a profitable investment, but also in spraying and doing all kinds of light belt work."

### REPLACING THE HORSE

Mrs. Overwater had a deadly gleam in her eyes as she entered her butcher's and said in a withering voice: "Mr. Alchboan, how do you account for the fact that there was a piece of rubber tire in the sausage I bought here yesterday?" "Ah, my dear madam," responded the butcher, rising to the occasion, "that just serves as an illustration of how the motor car is replacing the horse everywhere nowadays."



## The HOT SPOT Chalmers is the One Car of the Day

THE great American public, never fooled for long, is beginning to realize that Chalmers is one of the few great cars of the world.

Sales are climbing fast. From coast to coast the movement is toward Chalmers.

Today this car is on a production basis at the factory that Chalmers executives little expected to occur even in July. Why is this?

The answer is "Hot Spot." For this simple but really magnificent device does a trick in the use of gas that is almost beyond belief.

It "smashes up" raw gas, "pulverizes" it, makes it "fine as dust," so that you can get every last bit of power out of gas.

Then the great Ram's-horn rushes it gently but quickly through "easy air bends" to the cylinders, and what is the result?

Not only high power from a low grade gas, but an even, soft flow of power that rests your nerves, saves your tires, and gives you a new and rare delight in driving.

Please don't miss this present day Chalmers. It's the one car of the day.



## R. D. Roper Motor Co.

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Phoenix, Arizona

## UTILITY TRAILERS

THE TRAILERS WITH A REPUTATION

C. WINFIELD HARTRANFT

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Phone 1426

Phoenix

## Listen---You Owners of Old Style Automobiles

The old car is still mighty good—it has the real stuff in it—it rolls along comfortably and it gives very little trouble. All things considered, it's a good car and you would like to use it for one more season.

BUT—that top! Oh, man! It's an eyesore. Male help must have been plentiful when it was invented—it's a hard job for any two people to handle it. It's a mighty unsightly thing, bunglesome, and the only real reason for wanting a new car.

## Get a New Top on Your Old Car

We build a one man top to fit any kind of a car. It improves its looks a hundred per cent. And you will be our friend when we quote you a price, how much less it costs than you imagine.

Even if you wish to buy a new car, our advice is to get a new top first. It will add so greatly to the value of your car that you will easily get twice as much additional allowance in a trade as the top costs. These are real facts—better drive around and let us quote you a price.

We make curtains and retrim cars. Our work takes in everything in cloth or leather trimming on any make of car.

## Daross Auto Top Co.

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Phone 3536

## Only a Bolt, But

Gauged to the thickness of a hair and up to Cadillac specifications—Designed to fit any other CADILLAC in the world.

This is

## CADILLAC STANDARDIZATION

Standardization is the definite reason why the CADILLAC is what it is

The CADILLAC car is what it is because the details are what they are



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